

***** UNCLASSIFIED *****

RTAUZYUW RUENAAA0524 2452052-UUUU—RUCBTFA.
ZNR UUUUU
R 021959Z SEP 99 ZYB PSN 650681L26
FM CNO WASHINGTON DC//N45//
TO RHHMHBA/CINCPACFLT PEARL HARBOR HI//N01//
RULSSEA/COMNAVSEASYS COM WASHINGTON DC//N00/03/03L/03L1/03M/03R/

00T/03N/00C25//

INFO RHHMHBA/CINCPACFLT PEARL HARBOR HI//N41/N43/N46/N65//
RUCBCLF/CINCLANTFLT NORFOLK VA//N01/N41/N43/N46/N465//
RULYVBA/COMSECONDFLT//N4/N43//
RUCBTFA/COMNAVSURFLANT NORFOLK VA//N00/N01/N3/N4/N411/N411D/N43//

RUWFEAA/COMNAVAIRPAC SAN DIEGO CA//N00/N43/N4355//
RUCBKM/COMSUBLANT NORFOLK VA//N00/N01/N43/N45/N451//
RUFRQJQ/COMSIXTHFLT//N4/N43//
RHRMDAE/COMFIFTHFLT//N4/N43//
RUWDEAA/COMNAVSURFPAC SAN DIEGO CA//N00/N41/N418/N43//
RUHPOAA/COMSEVENTHFLT//N4/N43//
RUHPQUA/COMTHIRDFLT//N4/N43//
RUCOSSA/COMNAVAIRLANT NORFOLK VA//N00/N01/N43/N45/N451//
RUCTPOA/CNET PENSACOLA FL//N00//
RUCCNOM/COMNAVRESFOR NEW ORLEANS LA//N45/N46//
RHHMDBA/COMSUBPAC PEARL HARBOR HI//N00/N01/N43/N45//
RUYNAA/COMNAVFORJAPAN YOKOSUKA JA//N00/N4//
RUCOGAB/COMNAVREG MIDLANT NORFOLK VA//N00/N4/N45/JAG//
RUWDXBY/COMPHIBGRU THREE//N4/N43//
RUYNTAS/COMNAVFORKOREA SEOUL KOR//N00/N44//
RHFJJA/COMNAVREG SE JACKSONVILLE FL//N00/N4/JAG//
RUWDHLP/COMNAVREG SW SAN DIEGO CA//N00/N45/N45NOSC//
RHWIDIR/COMNAVREG NW SEATTLE WA//N00/N4//
RUHEMCQ/COMNAVREG PEARL HARBOR HI//N00/N45//
RUNGFAA/COMNAVMARIANAS GU//N00/N45//
RUCTMGB/NAVSURFWARCEAN COASTSYSTA PANAMA CITY FL//A42//
RULSFAF/PEO CARRIERS WASHINGTON DC//PMS312/PMS312V//
RUWFPCN/NFESC PORT HUENEME CA//N00/N424MA//
BT

UNCLAS //N05090//

MSGID/GENADMIN/CNO//

SUBJ/SHIPBOARD OIL POLLUTION PREVENTION STRATEGY// REF/A/MSG/CINCPACFLT
PEARL HARBOR HI 140052Z AUG 99/NOTAL// REF/B/MTG/OIL SPILL PREVENTION
CONFERENCE/17-19 AUG 99// REF/C/DOC/CNO LTR 5090 SER N452/9U59317 OF 12 MAR
99// NAR/REF A IS JOINT CINCPACFLT/CINCLANTFLT MSG FORWARDING COORDINATED
AND PRIORITIZED INVESTMENT OPPORTUNITY PROJECT LIST TO ENABLE OPERATING
FORCES TO MAKE SIGNIFICANT IMPROVEMENTS IN OIL SPILL PREVENTION
PERFORMANCE. REF B IS OIL SPILL PREVENTION CONFERENCE HELD IN NORFOLK VA
17-19 AUG 99. REF C IS CNO N45 LETTER TASKING NAVSEA TO DEVELOP A SHIPBOARD
MODERNIZATION AND MAINTENANCE PLAN FOR REDUCING AND ELIMINATING OIL
SPILLS.// POC/MAIURI, LOUIS/CNO N452/GM-14/COM: 703-602-2602, EMAIL:

MAIURI.LOUIS@HQ.NAVY.MIL//

RMKS/1. REDUCING NUMBER OF OIL SPILLS IS TOP CNO AND FLEET PRIORITY. IN ADDITION TO HARMING ENVIRONMENT, OIL SPILLS DAMAGE NAVY'S PUBLIC IMAGE AND CREDIBILITY WITH REGULATORS AND CONGRESS. IN RESPONSE TO N45 REQUEST FOR ASSISTANCE, REF A FORWARDED COMPREHENSIVE AND PRIORITIZED LIST OF INVESTMENT OPPORTUNITIES THAT MAY REDUCE NUMBER OF OIL SPILLS. THIS APPROACH WAS VALIDATED DURING REF B. PRELIMINARY SHIPBOARD OIL SPILL PREVENTION AND MODERNIZATION PLAN DEVELOPED BY NAVSEA IN RESPONSE TO REF C ADDRESSES MANY ISSUES IDENTIFIED IN REF A. EFFORTS ARE UNDERWAY ON HIGHEST PRIORITY PROJECT AREAS IDENTIFIED BY REF A, IMPROVED PROCEDURES AND TRAINING DEVELOPMENT. COMPREHENSIVE VALIDATION AND REVISION OF SHIPBOARD FUEL OIL FILL AND TRANSFER PROCEDURES (ENGINEERING OPERATIONS AND SEQUENCING SYSTEMS, EOSS) STARTED THIS FISCAL YEAR. ALSO, COMPUTER BASED TRAINING (CBT) DEVELOPMENT FOR SURFACE COMBATANTS AND CVNS IS ONGOING. EFFORTS WILL CONTINUE ON THESE TWO PROJECTS UNTIL ALL SHIP CLASSES ARE COMPLETED.

2. REFS A AND B AND NAVSEA SHIPBOARD OIL SPILL PREVENTION AND MODERNIZATION PLAN WILL BE USED FOR REMAINING PROJECTS DURING POM 02 ASSESSMENT PROCESS TO IDENTIFY AND PRIORITIZE REQUIREMENTS AND RESOURCE SPONSORSHIP.

3. REQUEST NAVSEA REVIEW REF A AND PROVIDE COMPREHENSIVE AND PRIORITIZED PLAN TO CNO N45 NLT 01 OCT 99.

4. REF A IS QUOTED BELOW FOR INFORMATION AND ACTION AS APPROPRIATE.

5. RADM GRANUZZO SENDS.

QUOTE

R 140052Z AUG 99 ZYB
FM CINCPACFLT PEARL HARBOR HI//N01//
TO CNO WASHINGTON DC//N45//
INFO CINCLANTFLT NORFOLK VA//N01/N41/N43/N46/N465//
COMSECONDFLT
COMNAVSEASYS COM WASHINGTON DC//N00/03L/00T/03N/00C25//
COMNAVSURFLANT NORFOLK VA//N00/N01/N3/N4/N411/N411D/N43//
COMNAVAIRPAC SAN DIEGO CA//N00/N43/N4355//
COMSUBLANT NORFOLK VA//N00/N01/N43/N45/N451//
COMSIXTHFLT
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COMFIFTHFLT
COMFIFTHFLT
COMNAVSURFPAC SAN DIEGO CA//N00/N41/N418/N43//
COMSEVENTHFLT
COMTHIRDFLT
COMNAVAIRLANT NORFOLK VA//N00/N01/N43/N45/N451//
CNET PENSACOLA FL//N00//
COMNAVRESFOR NEW ORLEANS LA//N45/N46//
COMSUBPAC PEARL HARBOR HI//N00/N01/N43/N45//
COMNAVFORJAPAN YOKOSUKA JA//N00/N4//
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COMPHIBGRU THREE
COMNAVFOR KOREA SEOUL KOR//N00/N44//
COMNAVREG SE JACKSONVILLE FL//N00/N4/JAG//
COMNAVREG SW SAN DIEGO CA//N00/N45/N45NOSC//
COMNAVREG NW SEATTLE WA//N00/N4//
COMNAVREG PEARL HARBOR HI//N00/N45//
COMNAVMARIANAS GU//N00/N45//
NAVSURFWARREN COASTSYSTA PANAMA CITY FL//A42//
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NFESC PORT HUENEME CA//N00/N424MA//
CINCPACFLT PEARL HARBOR HI//N01//
CINCPACFLT PEARL HARBOR HI//N01//
UNCLAS//N05090//
MSGID/GENADMIN/CINCPACFLT//
SUBJ/SHIPBOARD OIL POLLUTION PREVENTION STRATEGY// REF/A/CON/VIDEO
TELECONFERENCE/15 APR 99// REF/B/DOC/CNO LTR 5090 SER N452/9U595317 OF 12
MAR 99// NARR/REF A IS 15 APR 99 VIDEO TELECONFERENCE BTWN CNO N45, DCINC
PACFLT AND DCINC LANTFLT DISCUSSING OIL SPILL PREVENTION AND TASKING
FLEETS WITH IDENTIFICATION AND DEVELOPMENT OF PRIORITIZED PROJECT LIST.
REF B IS CNO N45 LETTER TASKING NAVSEA TO DEVELOP A SHIPBOARD
MODERNIZATION AND MAINTENANCE PLAN FOR REDUCING AND ELIMINATING OIL
SPILLS.// POC/HARTLAGE, BARRY/CPF N43X/GS-13/COM: 808-474-6350, EMAIL:

HARTLABA@CPF.NAVY.MIL FOR SHIPBOARD PROJECTS//
POC/WINTERS, CAROLYN/CPF N4655/GS-12/COM: 808-474-7281/EMAIL:

WINTERCL@CPF.NAVY.MIL FOR ENVIRONMENTAL/SHIP-SHORE COMPLIANCE
REQUIREMENTS.// POC/RAFFERTY, TIM/LT/CLF N4321/COM: 757-836-3753, EMAIL:

RAFFERTYTB@CLF.NAVY.MIL FOR SHIPBOARD PROJECTS//
POC/DALY, DAVE/CLF N4653A/GS-13/COM: 757-836-6938, EMAIL:
DALYDW@CLF.NAVY.MIL FOR ENVIRONMENTAL/SHIP-SHORE COMPLIANCE
REQUIREMENTS.// RMKS/1. THIS IS A JOINT CINCPACFLT/CINCLANTFLT MESSAGE.

2. DURING REF A, THE FLEETS WERE TASKED WITH THE DEVELOPMENT OF
A COORDINATED AND PRIORITIZED INVESTMENT OPPORTUNITY PROJECT LIST THAT
WOULD REDUCE SHIPBOARD OIL SPILLS. TO ENABLE OUR OPERATING FORCES TO
MAKE SIGNIFICANT IMPROVEMENTS IN OIL SPILL PREVENTION PERFORMANCE, WE
MUST MAKE SHIPBOARD OIL POLLUTION PREVENTION A TOP PRIORITY, NOT JUST
RESPONSE AND OTHER END-OF-THE-PIPE SOLUTIONS. IN DEVELOPING OUR
STRATEGY, WE HAVE REVIEWED ONGOING EFFORTS TO REDUCE SHIPBOARD OIL
SPILLS USING VALIDATED ROOT CAUSE DATA AND THE OPERATIONAL RISK
MANAGEMENT PROCESS.

3. ANALYSIS OF AVAILABLE OIL SPILL DATA VALIDATED BY THE
REGIONAL OIL SPILL WORKING GROUP IN SAN DIEGO AND THE OIL SPILL PAGE 03
RUENAAA0525 UNCLAS PREVENTION QMB IN MAYPORT HAS IDENTIFIED
LONGSTANDING SYSTEMIC PROBLEMS. THE MAJORITY OF THESE DEFICIENCIES CAN
BE SORTED INTO THREE CATEGORIES: PROCEDURES, TRAINING, AND
EQUIPMENT/MATERIAL CONDITION. THE FOLLOWING COORDINATED OIL SPILL
PREVENTION STRATEGY PROVIDES A PRIORITIZED APPROACH THAT INCORPORATES
THE MOST EFFECTIVE INVESTMENT OPPORTUNITIES. THE PROJECT AREAS LISTED

BELOW ARE IN PRIORITIZED ORDER, WITH THE FIRST PROJECT HAVING HIGHEST PRIORITY.

A. IMPROVE PROCEDURES FOR FUEL, LUBE OIL, AND OILY WASTE

TRANSFER. TO MINIMIZE THE HUMAN ERROR FACTOR, WE MUST PUT THE SAME DEGREE OF COMMAND EMPHASIS AND ACCOUNTABILITY ON SPILL PREVENTION THAT WE HAVE PUT ON SAFETY IN OTHER OPERATIONAL AREAS. AS A MINIMUM, WE MUST DEVELOP OPERATIONAL PROCEDURES FOR FUEL, LUBE OIL AND OILY WASTE TRANSFER THAT ARE AS THOROUGH AND COMPLETE AS THOSE FOR PROPULSION PLANT OPERATIONS. IN DOING SO, WE WILL PROVIDE OUR SAILORS THE TOOLS THEY NEED TO SUCCESSFULLY PERFORM THESE TASKS WHILE MINIMIZING SPILL RISK.

B. DEVELOP TRAINING BASED ON IMPROVED PROCEDURES. TRAINING

REDUCES THE RISK OF PERSONNEL ERROR AS A CAUSE OF SPILLS. A COMPREHENSIVE PROGRAM MUST BE DEVELOPED BASED ON UPDATED PAGE 04 RUENAAA0525 UNCLAS PROCEDURES THAT ADDRESS ALL ASPECTS OF SHIPBOARD PETROLEUM MANAGEMENT AND ATTENDANT OPERATIONS. THIS EFFORT MUST INCLUDE COORDINATION WITH ALL AFLOAT TRAINING PROVIDERS SUCH AS CNET, FLEET TRAINING CENTERS, AFLOAT TRAINING GROUPS, AND FLEET TECHNICAL SUPPORT COMMANDS, AND FORMALIZATION THROUGH THE PQS PROGRAM.

C. APPLY TECHNOLOGY IN THE FOLLOWING AREAS:

- (1) REDUCE GENERATION OF OILY WASTE. THIS WILL MINIMIZE THE NEED FOR END-OF-THE-PIPE PROCESSING EITHER THROUGH AN OIL WATER SEPARATOR (OWS) OR OFF SHIP DISPOSAL. FEWER TRANSFER OPERATIONS FURTHER MINIMIZE SPILL RISK AND COSTLY SHORE DISPOSAL.
- (2) IMPROVE SHIPBOARD PROCESSING OF OILY WASTE. OIL WATER SEPARATORS NEED TO BE EFFECTIVE AND RELIABLE SO THAT EFFLUENT CAN BE CONSISTENTLY DISCHARGED OVERBOARD AS CLEAN WATER RATHER THAN REQUIRING DISPOSAL ASHORE.
- (3) IMPROVE CONTROL AND MONITORING OF FUEL AND OILY WASTE TRANSFERS. TO FURTHER MINIMIZE SPILL RISK DURING TRANSFERS, IMPROVEMENTS ARE REQUIRED IN THE EQUIPMENT USED TO MONITOR AND CONTROL FLUID LEVELS AND FLOW RATES. A CENTRALIZED MANAGEMENT STATION WOULD ENHANCE RISK MANAGEMENT EFFORTS WHILE REDUCING CREW

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WORKLOAD. FURTHER, THIS SUPPORTS IDTC AND REDUCED MANNING INITIATIVES.

4. THIS OIL POLLUTION PREVENTION STRATEGY PROVIDES THE FOUNDATION FOR AN EFFECTIVE LONG TERM REDUCTION IN OIL SPILLS.

WE EXPECT TO OBTAIN THE FOLLOWING BENEFITS.

A. SIGNIFICANTLY FEWER SPILLS. IMPROVED PROCEDURES AND

TRAINING MINIMIZE THE RISK FOR HUMAN ERROR. ROOT CAUSE ANALYSIS REVEALS THAT THE MAJORITY OF SPILLS ARE CAUSED BY HUMAN ERROR IN SOME FORM (PROCEDURES OR TRAINING). IMPROVING OPERATIONAL PROCEDURES AND TRAINING WILL PROVIDE THE MOST RETURN ON INVESTMENT IN THE EFFORT TO REDUCE SHIPBOARD OIL SPILLS.

B. REDUCED OILY WASTE DISPOSAL COSTS. PROVIDING MORE RELIABLE SHIPBOARD EQUIPMENT AND REDUCING THE AMOUNT OF OILY WASTE GENERATED AT THE SOURCE WILL RESULT IN A SIGNIFICANT REDUCTION IN OILY WASTE DISPOSAL COSTS.

C. RELIABLE AND ACCURATE FUEL LEVEL AND FUEL FLOW CONTROLS AND MONITORS WILL REDUCE SPILL RISK AS WELL AS NECESSARY MANNING SUPPORT DURING OIL TRANSFER EVOLUTIONS.

D. REDUCED RESPONSE AND CLEANUP COSTS, AFLOAT AND ASHORE.

E. IMPROVED PUBLIC RELATIONS, RELATIONS WITH ENVIRONMENTAL
PAGE 06 RUENAAA0525 UNCLAS
REGULATORS, AND OPERATIONAL READINESS.

5. WE HAVE IDENTIFIED THE FOLLOWING ACTIONS IN SUPPORT OF THIS STRATEGY THAT REQUIRE CNO FUNDING. IT IS UNDERSTOOD THAT THERE IS LIMITED FUNDING AVAILABLE, HOWEVER, ITEMS A AND B SHOULD BE FULLY FUNDED AND EXECUTED AS SOON AS POSSIBLE. THE REMAINING ITEMS SHOULD BE FUNDED TO THE MAXIMUM EXTENT POSSIBLE OVER THE COURSE OF THE NEXT FEW YEARS. ALSO, RECOMMEND THAT CNO N45 ENSURE THAT THESE ACTIONS AND THEIR ASSOCIATED PRIORITY, BE INCLUDED IN THE MAINTENANCE PLAN MANDATED BY REF B.

A. TASK AND FUND NAVSEA TO DEVELOP EFFECTIVE OPERATIONAL PROCEDURES FOR FUEL, LUBE OIL, AND OILY WASTE TRANSFER PROCESSES FOR ALL SHIP CLASSES. TASK NAVSEA TO COORDINATE WITH FLEET RESOURCES TO VALIDATE ALL PROCEDURES.

B. TASK AND FUND NAVSEA TO DEVELOP AN APPROPRIATE TRAINING PROGRAM, VALIDATED THROUGH CNET, THAT IS BASED ON THE IMPROVED PROCEDURES. IT IS ESSENTIAL THAT TRAINING DEVELOPMENT BE COORDINATED WITH UPDATED PROCEDURES.

C. DIRECT ALL UNIFORM NATIONAL DISCHARGE STANDARDS (UNDS) COMPLIANT CLEAN WATER AWAY FROM BILGES, WHETHER IT BE DIRECTLY OVERBOARD OR INTO A STORAGE TANK TO BE PUMPED OVERBOARD.

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- (1) TASK AND FUND NAVSEA TO DEVELOP AN ALTERATION FOR EVAPORATOR CONDENSATE AND DRAINAGE, AND HOTEL DRAINS.
- (2) TASK AND FUND FLEETS TO IMPLEMENT ANY NON-ACCOMPLISHED ALTS THAT SUPPORT THIS INITIATIVE.
- (3) TASK AND FUND NAVSEA TO REPLACE EVAPORATIVE DISTILLERS WITH REVERSE OSMOSIS UNITS ON ALL SHIP CLASSES.

D. TASK AND FUND FLEETS TO PROCURE AND INSTALL HYBRID GASKETS FOR ALL STEAM, FUEL OIL, AND LUBE OIL FLANGES IN MAIN SPACES USING NAVSEA 03N APPROVED GASKETS.

E. PRIORITY FIVE: GRAPHITIC VALVE PACKING.

- (1) TASK AND FUND FLEETS TO PROCURE AND INSTALL IN ALL STEAM VALVES IN MAIN SPACES.
- (2) TASK AND FUND NAVSEA TO EVALUATE EFFECTIVENESS OF USING IN LUBE OIL AND FUEL OIL SYSTEM VALVES.

F. TASK AND FUND FLEETS TO PROCURE AND INSTALL MECHANICAL SEAL KITS (INCLUDES NEW BEARING AND VENT LINE) IN LUBE OIL PUMPS.

G. TASK AND FUND NAVSEA AND FLEETS TO IDENTIFY REPLACEMENT FOR UNRELIABLE BUTTERFLY EDUCTOR VALVES. TASK AND FUND FLEETS TO PROCURE AND INSTALL VALVES UPON IDENTIFICATION AND APPROVAL.

H. PROCESSING OF OILY WASTE.

- (1) TASK NAVSEA TO IMPROVE RELIABILITY AND EFFECTIVENESS OF CURRENT OWS.
- (2) TASK AND FUND NAVSEA TO DEVELOP IMPROVEMENTS OR REPLACEMENTS TO CURRENT GENERATION OWS SYSTEMS.

I. TASK AND FUND NAVSEA AND FLEETS TO DEVELOP, PROCURE, AND INSTALL RELIABLE AND ACCESSIBLE TANK LEVEL INDICATORS FOR BOTH COMPENSATED AND NON-COMPENSATED TANKS.

J. TASK NAVSEA TO DEVELOP IMPROVED FUEL FLOW CONTROL SYSTEMS (DDG CLASS) OR EQUIVALENT FOR ALL SHIP CLASSES. IT IS IMPERATIVE THAT AN EQUIVALENT SYSTEM BE IMPLEMENTED ON ALL NEW CONSTRUCTION SHIPS.

6. ADDITIONAL WORK MUST BE PERFORMED TO FURTHER DEFINE THE SCOPE OF WORK FOR EACH OF THESE TASKS, AND ASSOCIATED COST ESTIMATES. REQUEST CNO N45, NAVSEA, AND CNET SUPPORT TO IMPLEMENT THIS STRATEGY AND TO PARTICIPATE IN THE JOINT CINCLANTFLT/CINCPACFLT/NAVSTA MAYPORT SHIPBOARD OIL SPILL/OIL POLLUTION PREVENTION WORKING SESSION SCHEDULED FOR 17-19 AUG 99 IN NORFOLK, VA. THE WORKING SESSION WILL PROVIDE AN EXCELLENT OPPORTUNITY FOR OUR STAFFS TO FURTHER DISCUSS THESE INITIATIVES, FOCUS ON HIGHER PRIORITY PROJECTS, AND DEVELOP POA&M, COST ESTIMATES AND SUPPORTING RETURN ON INVESTMENT ANALYSES.

7. CINCPACFLT AND CINCLANTFLT SHARE CNO'S COMMITMENT TO OIL
PAGE 04 RUENAAA0526 UNCLAS
SPILL PREVENTION AND ARE WORKING IN COOPERATION WITH NAVSEA,
CNET, AND OTHER PARTICIPATING ACTIVITIES TO REDUCE OIL SPILLS BY
ADDRESSING THE ROOT CAUSES.//

UNQUOTE//

BT

#0524

NNNN

N00 (INFO)

N434 N33 N65 N6

N01 N3 N4 N411 N411D N43 SDO PCMT N431 MSG-CTR N44 N02LMSG

N00IG N00IGMSG N002MSG N02P N653 N653B N42 DSO N2 N63

!!! /D1/41/16/3/OIL/03344A/

!!! /D1/43/11/9/OIL/02415A/

!!! /D1/46/1/3/NAR/03544D/
!!! /D1/46/14/5/JOINT/02748A/
!!! Section 1 PSN : PSN 650681
!!! Section 2 PSN : PSN 650683
!!! Section 3 PSN : PSN 651071